

BookletChart™

Sabine Pass and Lake

NOAA Chart 11342

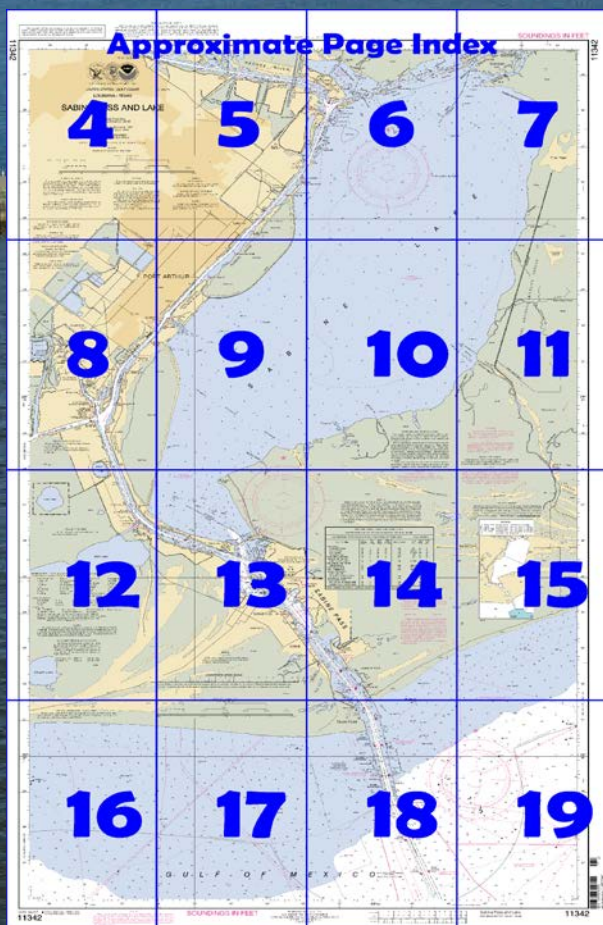


A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

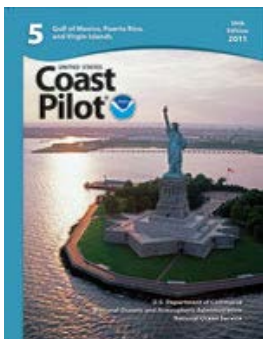
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11342>



[Coast Pilot 5, Chapter 9 & 10 excerpts]
Sabine Pass and its connecting channels form an extensive system of deepwater routes leading inland as far as Beaumont and Orange, Texas. From Sabine Pass the coast follows a general WSW direction for 50 miles to Galveston Entrance. Except in the E part, deep water extends fairly close inshore. The coast is low and devoid of prominent features, with the exception of High Island. Heald Bank, off the coast, has depths of 25 to 35 feet and is a danger to

deep-draft vessels.

Galveston Entrance is the approach to the cities of Galveston, Texas City, and Houston. Galveston Bay and tributaries form one of the larger

commercial ports in the United States, and have extensive foreign and coastwise trade.

Sabine Lake has an average depth of about 6 feet in its 15-mile length. At the S end, where it empties into Sabine Pass, the depth is 1 to 4 feet. A highway bridge over the S end has a swing span with a clearance of 9 feet. An overhead power cable close NW of the bridge has a clearance of 75 feet. Numerous gas and oil well structures, pipes, piles, stakes, and wrecks, some submerged, exist within Sabine Lake. In addition to the S entrance from Sabine Pass, the lake can be entered also from the Sabine-Neches Canal or through Sabine River. The depth through **East Pass** is about 3 feet.

Johnson Bayou, in the extreme SW part of Louisiana, empties into the SE part of Sabine Lake, directly E of Port Arthur. The dredged channel leading to the entrance has filled to the lake bottom level. In 1987, the reported depth was 3 feet into the mouth of the bayou.

Port Arthur, an important shipping center, is on the W shore of the Sabine Lake, 17 miles above the Sabine Pass entrance. There are several large oil refineries and chemical plants, two shipyards, a grain elevator, and numerous small industrial firms at Port Arthur.

The principal industrial development is on Taylor Bayou, at the SW outskirts of the city, sometimes known as **West Port Arthur**. The port has extensive domestic and foreign trade in chemicals and crude petroleum and its refined products. There is some commerce in grain, lumber, iron and steel products, cotton, scrap iron, glass and clay products, shell, paper products, alcohol, caustic soda, menhaden, vegetable and fish oils, lead, and general merchandise.

Taylor Bayou, 6 miles above Sabine Pass, is the site of many of the deep-draft facilities at Port Arthur. Federal project depth for the basins and connecting channels in the bayou is 40 feet. (See Notices to Mariners and latest editions of the charts for controlling depths.) Barriers, 1.6 miles and 2.3 miles above the entrance, obstruct through navigation on Taylor Bayou. **Vessels should approach Sabine Pass through the prescribed Safety Fairway.** (See **166.100 through 166.200**, chapter 2.) A **regulated navigation area** has been established in Sabine Neches Waterway (Sabine Pass Channel, Port Arthur Canal, Sabine-Neches Canal, Neches River, Sabine River and all navigable waterways tributary thereto). (See **165.1 through 165.13 and 165.806**, chapter 2, for limits and regulations.)

Anchorage.—Deep-draft vessels usually anchor in the Sabine Fairway **Anchorage outside of the pass entrance.** (See **166.100 through 166.200**, chapter 2.)

Dangers.—The offshore oil well structures, Sabine Bank, and the spoil and dumping grounds on either side of the entrance channel are the principal dangers encountered when approaching Sabine Pass. Vessels should not approach the entrance too closely before the pilot boards.

Pilotage, Port Arthur.—Pilotage is compulsory for all foreign vessels and U.S. vessels under register in the foreign trade.

Quarantine, customs, immigration, and agricultural quarantine.—(See chapter 3, Vessel Arrival Inspections, and Appendix A for addresses.)

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC New Orleans Commander
8th CG District (504) 589-6225
New Orleans, LA

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

11342

SABINE PASS AND LAKE



UNITED STATES - GULF COAST
LOUISIANA - TEXAS

Mercator Projection
Scale 1:40,000 at Lat. 29°48'

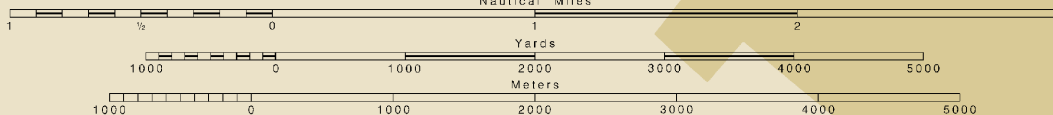
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

HEIGHTS
Heights in feet above Mean High Water.

SCALE 1:40,000
Nautical Miles



HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American datum of 1927 must be corrected an average of 0.778" northward and 0.607" westward to agree with this chart.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

PLANE COORDINATE GRID

(based on NAD 1927)
Texas State Grid, south central zone is indicated on this chart at 10,000 foot intervals thus:
The last three digits are omitted.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution. Station positions are shown thus:
○ (Accurate location) ◌ (Approximate location)

NOTE C

NECHES RIVER
The project depth is 40 feet to Beaumont. For controlling depths see chart 11343.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 5 for important supplemental information.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

Joins page 8

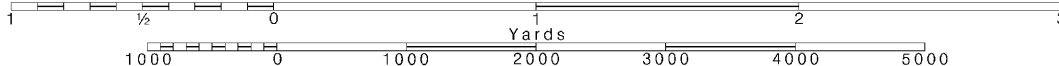
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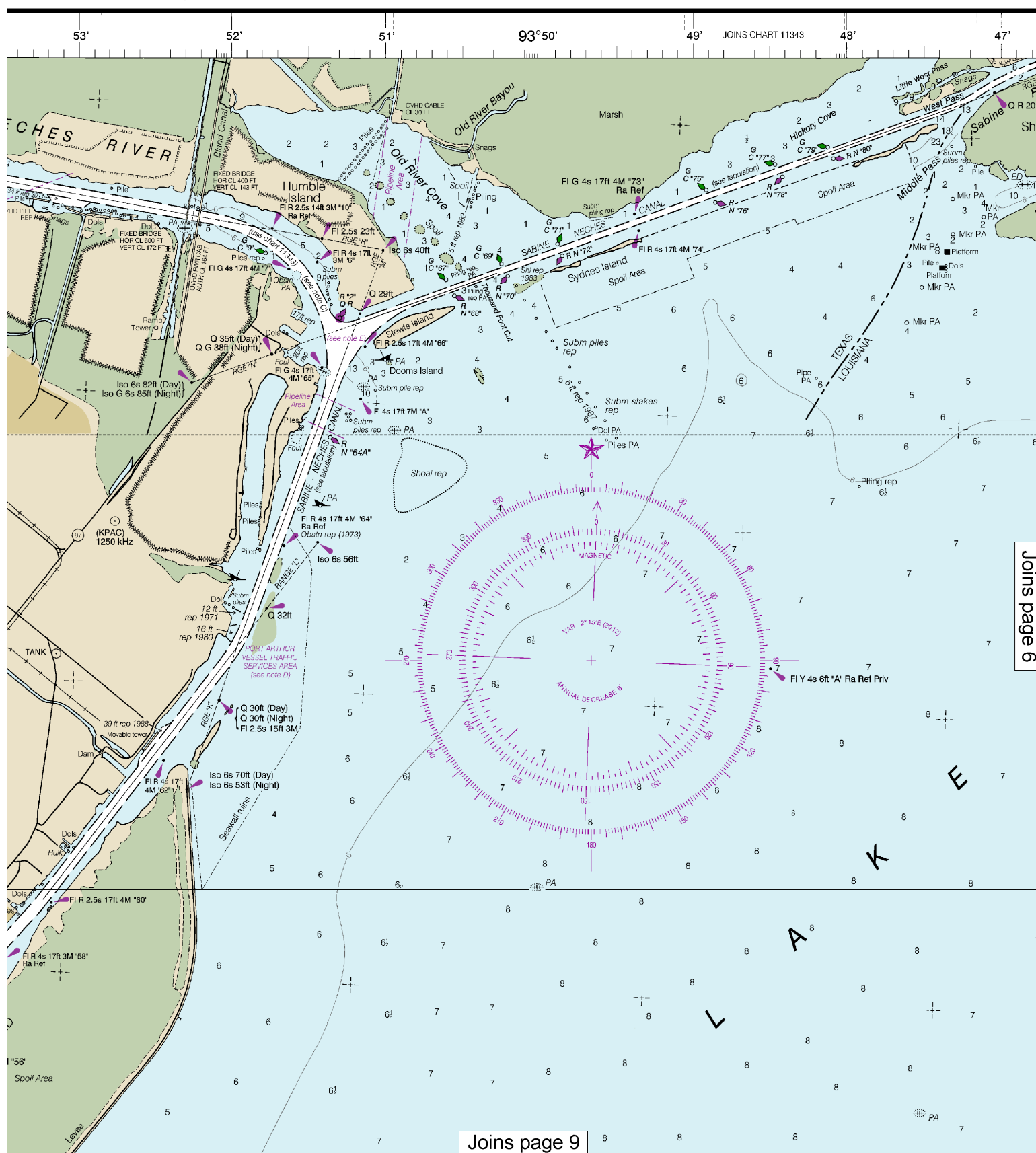
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





Joins page 6

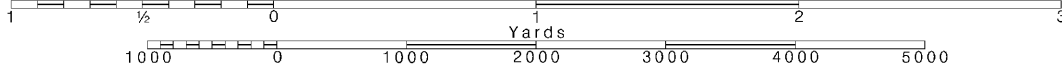
Joins page 9

This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:53333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

Note: Chart grid lines are aligned with true north.

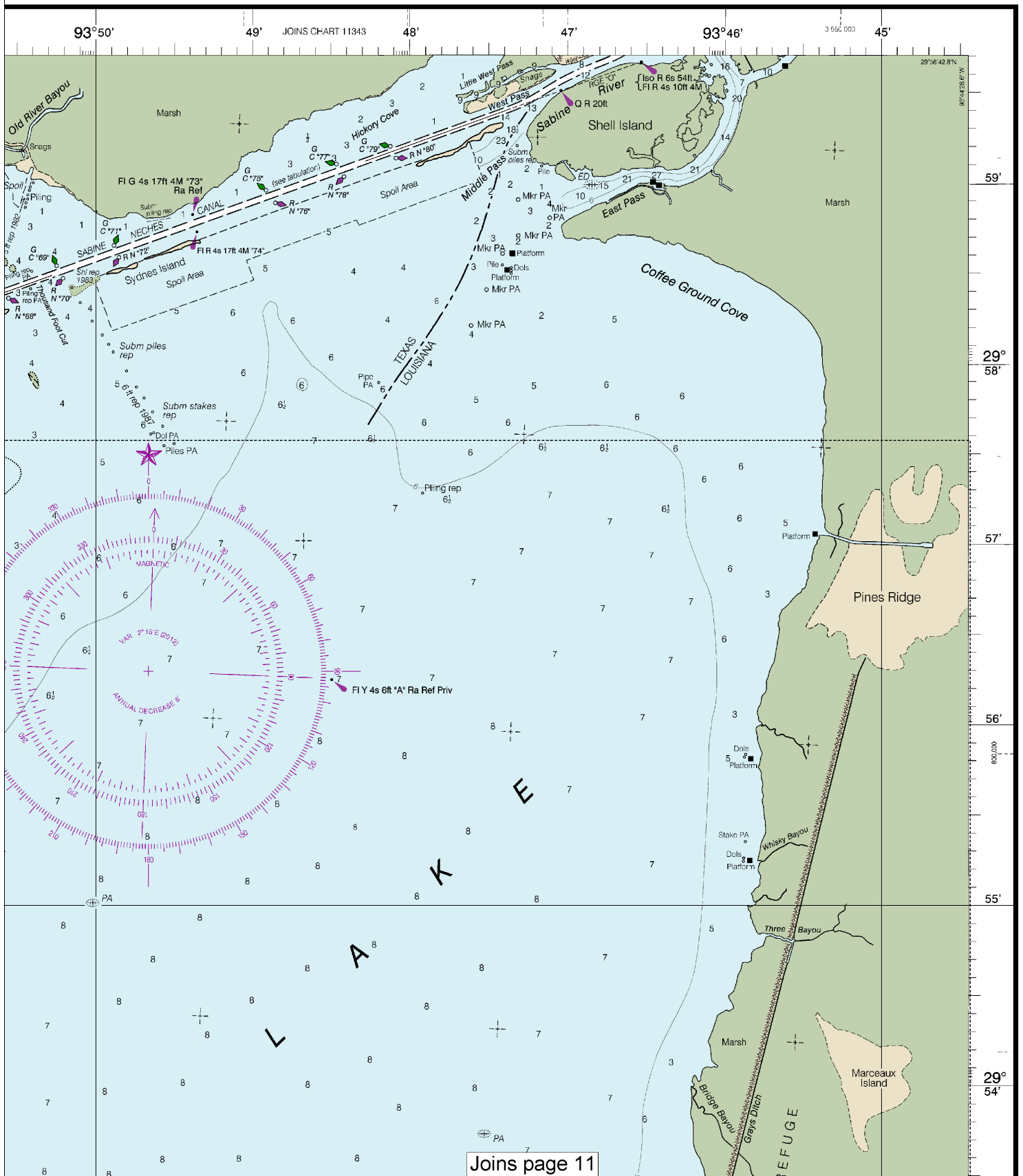
~~SCALE 1:40,000~~
Nautical Miles

See Note on page 5.

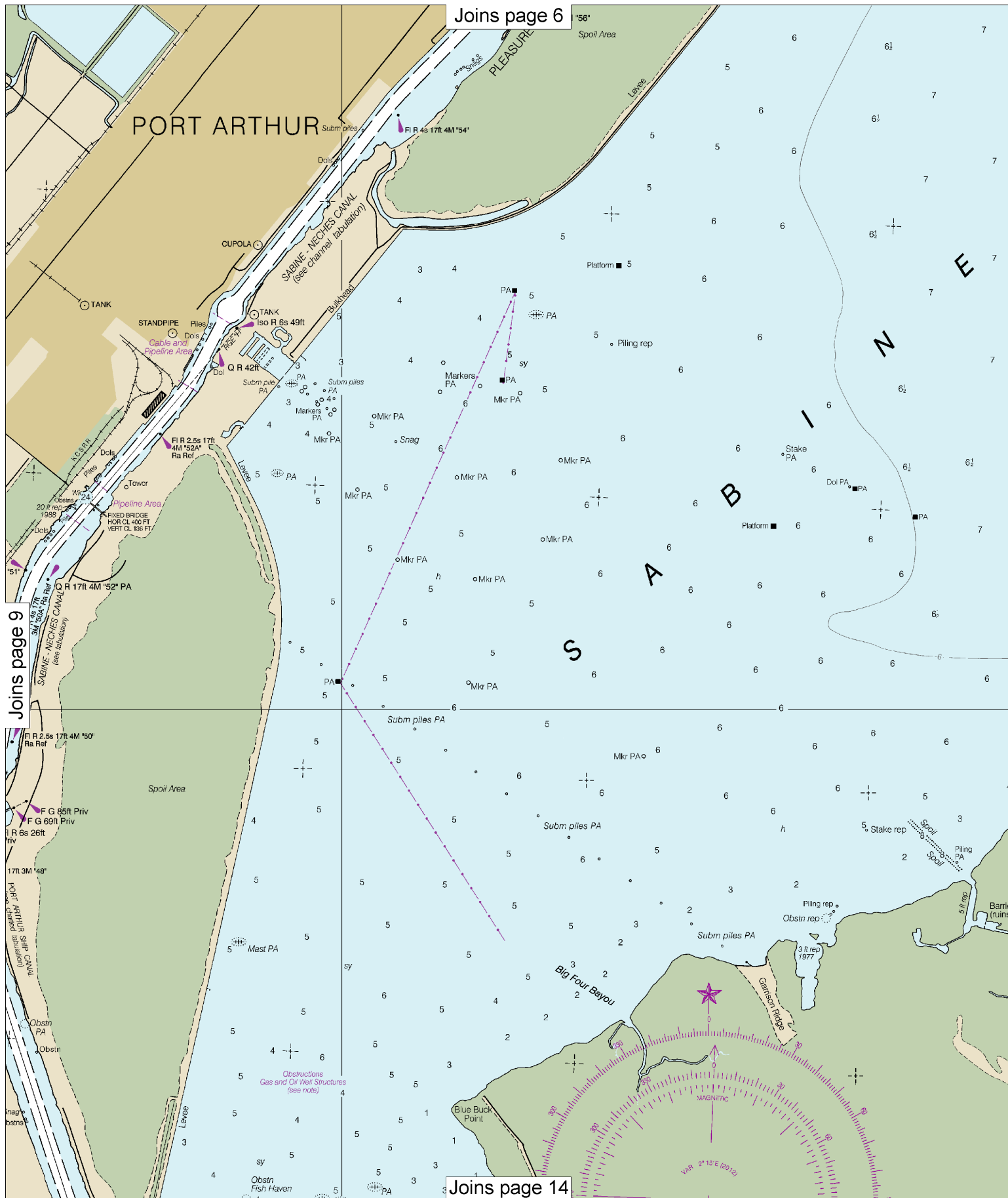


SOUNDINGS IN FEET

11342



Joins page 11



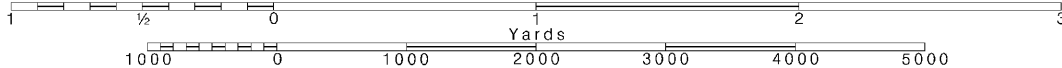
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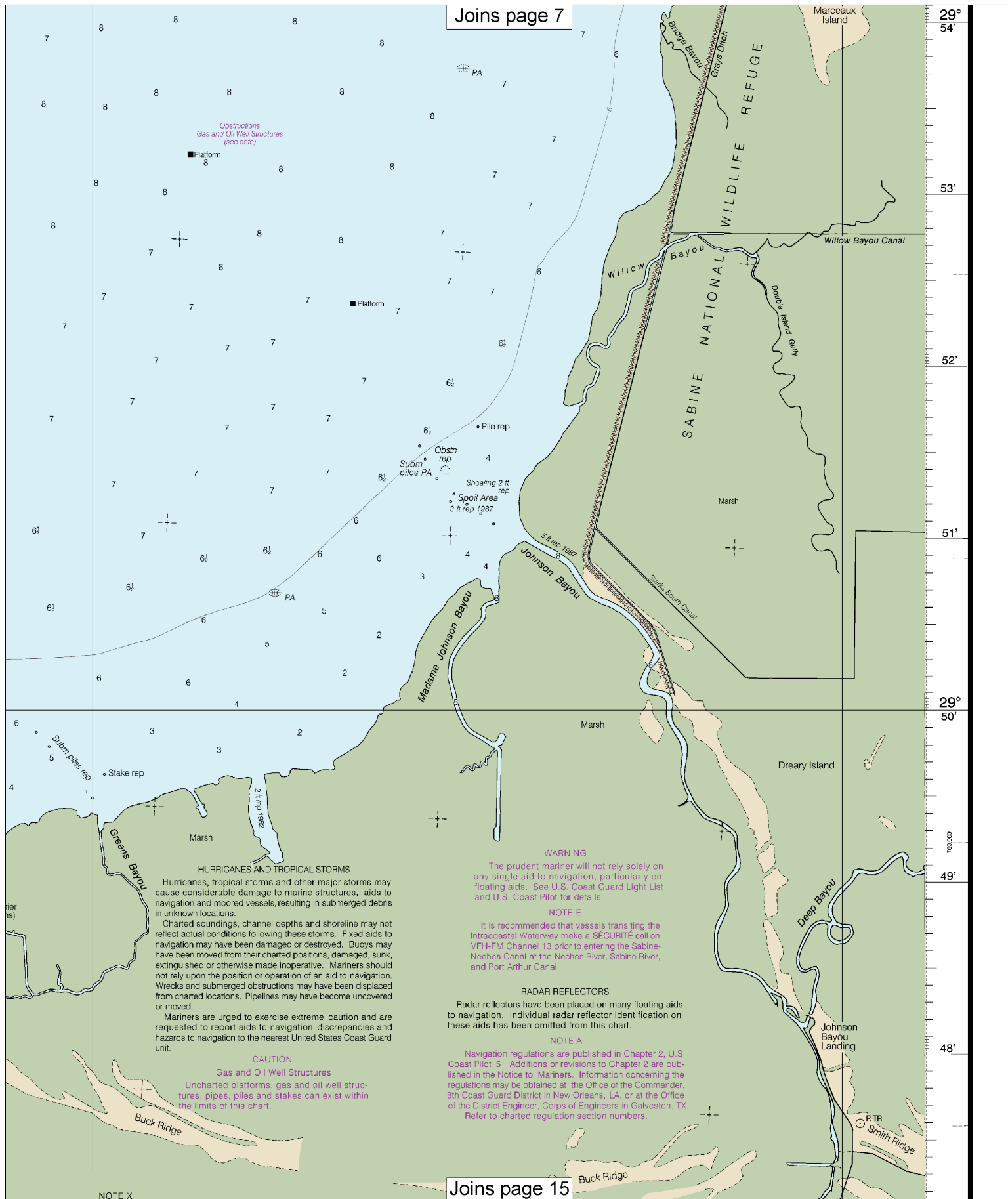
Note: Chart grid lines are aligned with true north.

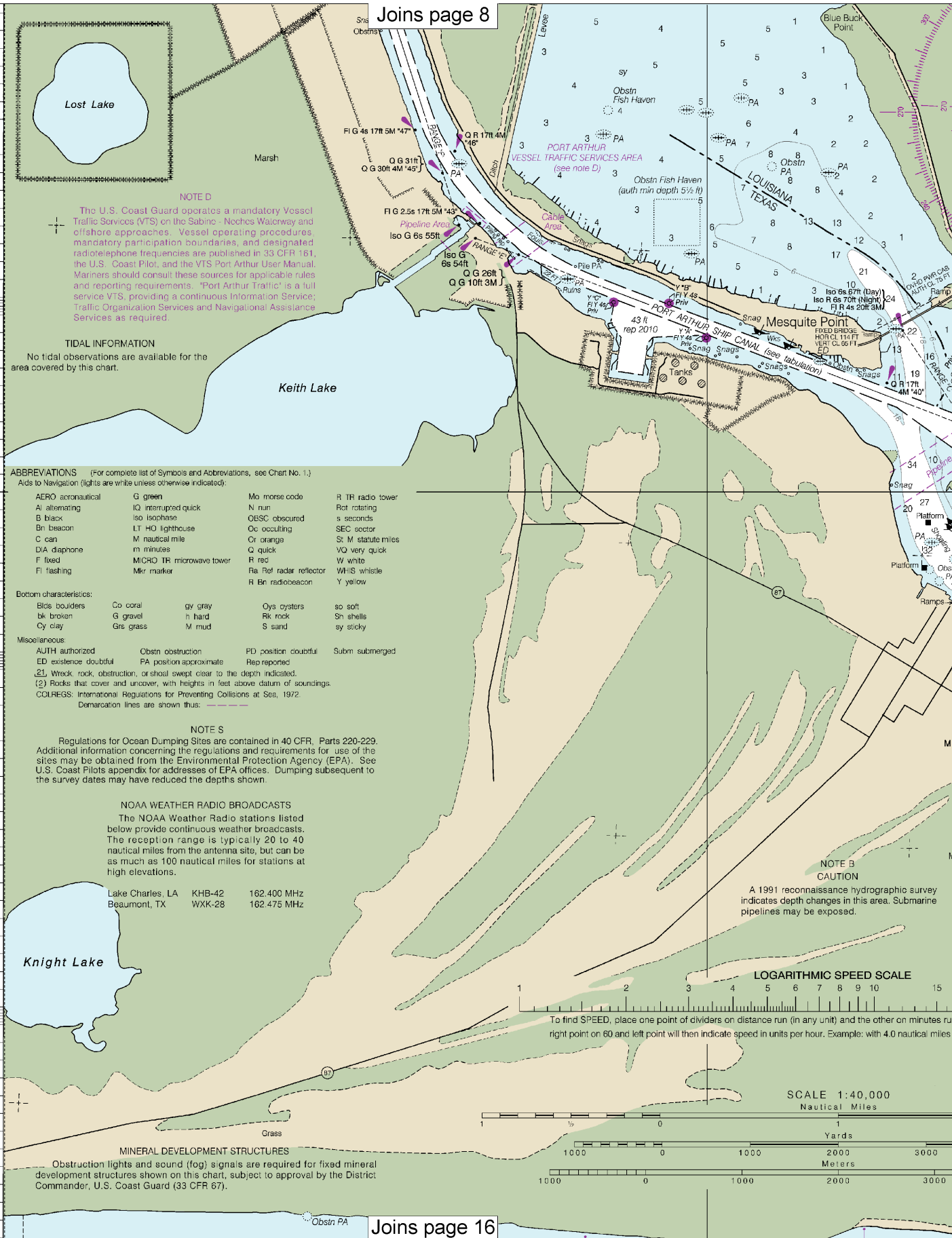
Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.







Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

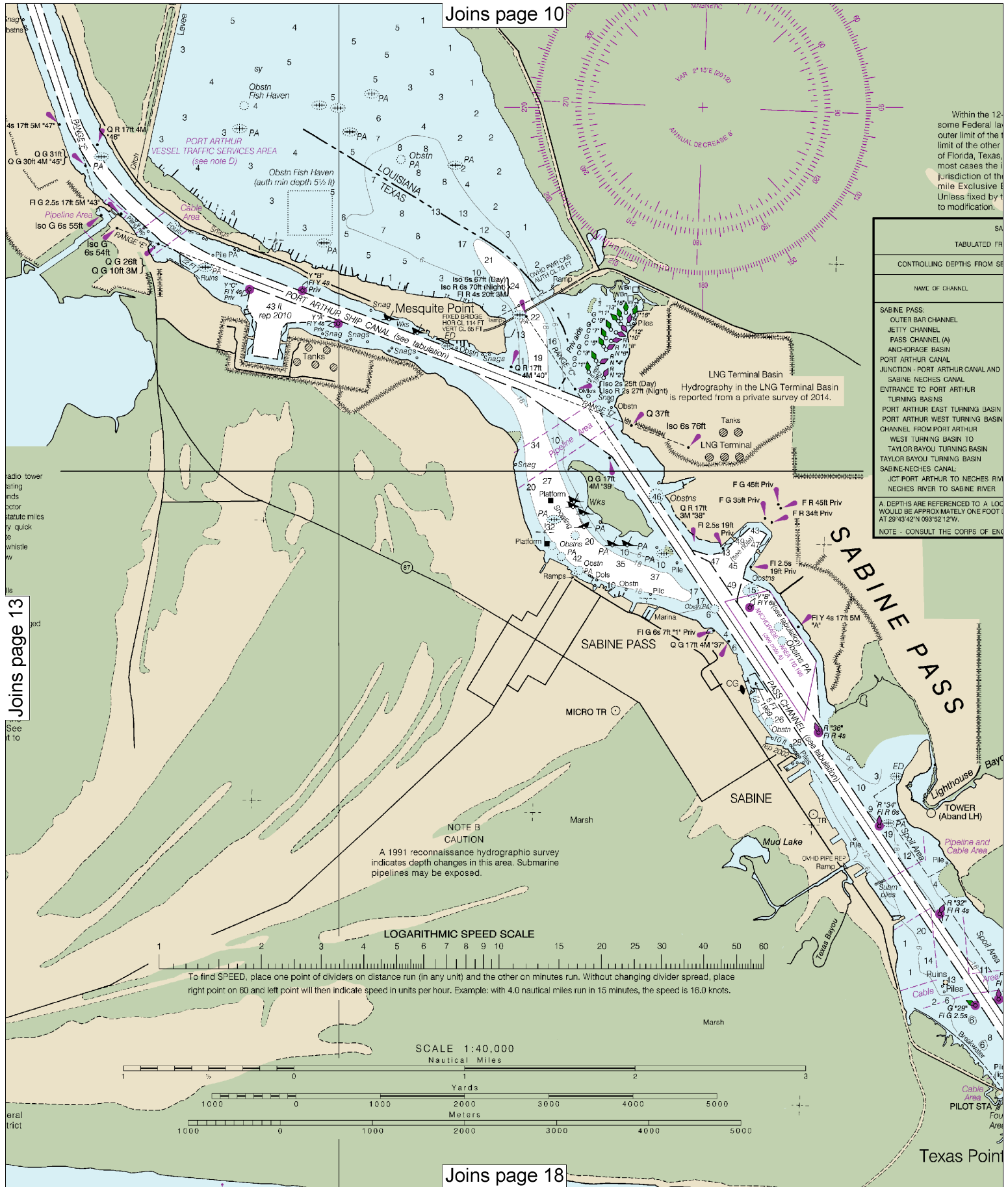
The outlined areas represent survey information that is not included in this diagram by the U.S. Army Corps of Engineers. Areas not shown on this diagram are:

SABINE PASS - SABINE - NECHES CANAL CHANNEL DEPTHS								
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF FEB-APR 2015								
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)						PROJECT DIMENSIONS		
NAML OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (MILES)	DEPTH MLW (FEET)
SABINE PASS:								
OUTER BAR CHANNEL	32.0	37.8	38.0	32.8	4-14	800	3.4	42
JETTY CHANNEL	29.3	40.3	42.0	29.2	3-15	800-500	4.1	40
PASS CHANNEL (A)	21.7	32.4	39.6	20.8	3-14	500-1150	5.6	40
ANCHORAGE BASIN	31.0	20.2	5.0	8.0	3-14	1500	1.6	40
PORT ARTHUR CANAL	35.2	41.5	39.6	34.2	3-15	500	5.5	40
JUNCTION - PORT ARTHUR CANAL AND								
SABINE NECHES CANAL	33.6	38.6	33.7	34.2	3-14	400-1200	1.3	40
ENTRANCE TO PORT ARTHUR								
TURNING BASINS	36.5	36.8	39.2	41.2	3-14	262-735	0.4	40
PORT ARTHUR EAST TURNING BASIN	38.5	38.2	38.6	39.2	3-14	370-547	0.3	40
PORT ARTHUR WEST TURNING BASIN	37.5	38.0	38.8	39.0	3-14	350-735	0.3	40
CHANNEL FROM PORT ARTHUR								
WEST TURNING BASIN TO								
TAYLOR BAYOU TURNING BASIN	28.6	28.8	39.8	39.5	3-14	200-350	0.6	40
TAYLOR BAYOU TURNING BASIN	20.8	21.4	40.9	41.2	3-14	90-1233	0.7	40
SABINE-NECHES CANAL:								
JCT PORT ARTHUR TO NECHES RIVER	31.4	40.7	42.4	36.6	4-14	400	11.1	40
NECHES RIVER TO SABINE RIVER	25.5	23.7	22.9	22.7	3-14	200	4.5	30
A DEPTHS ARE REFERENCED TO A LOCAL REFERRING REFERENCE CALLED MEAN LOW TIDE. A DEPTH VALUE REFERRED TO MEAN LOW TIDE WOULD BE APPROXIMATELY ONE FOOT DEEPER WHEN REFERRED TO MEAN LOWER LOW WATER AT THE SABINE PASS NORTH TIDE GAUGE, AT 29°43'42"N 093°52'12"W.								
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION.								

A 1990-2000
B3 1940-1969
B5 Pre-1900

Joins page 14

Joins page 17



the limits of this chart.

NOTE X

2-nautical mile Territorial Sea, established by Presidential Proclamation, laws apply. The Three Nautical Mile Line, previously identified as the territorial sea, is retained as it continues to depict the jurisdictional limits. The 9-nautical mile Natural Resource Boundary off the Gulf coast states, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in the inner limit of Federal fisheries jurisdiction and the outer limit of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Economic Zone were established by Presidential Proclamation. By treaty or the U.S. Supreme Court, these maritime limits are subject

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE

A 1990-2009 NOS Surveys full bottom coverage
B3 1940-1969 NOS Surveys partial bottom coverage
B5 Pre-1900 NOS Surveys partial bottom coverage
f US Government Surveys

SABINE PASS - SABINE - NECHES CANAL CHANNEL DEPTHS

FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF FEB-APR 2015

SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)

				PROJECT DIMENSIONS		
	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	DEPTH MLLW (FEET)
D	32.0	37.8	38.0	32.8	4-14	800
	29.3	40.3	42.0	29.2	3-15	800-500
	21.7	32.4	39.6	20.8	3-14	500-1150
	31.0	20.2	5.0	8.0	3-14	1500
	35.2	41.5	39.6	34.2	3-15	500
N	33.6	38.6	33.7	34.2	3-14	400-1200
	38.5	36.8	39.2	41.2	3-14	262-735
	38.5	39.2	38.6	39.2	3-14	370-547
IVER	37.5	38.0	38.8	39.0	3-14	350-735
	28.6	28.8	39.8	39.5	3-14	200-350
	20.6	21.4	40.9	41.2	3-14	90-1233
	31.4	40.7	42.4	36.6	4-14	400
	25.5	23.7	22.9	22.7	3-14	200

LOCAL DREDGING REFERENCE CALLED MEAN LOW TIDE. A DEPTH VALUE REFERRED TO MEAN LOW TIDE IS DEEPER WHEN REFERRED TO MEAN LOWER LOW WATER AT THE SABINE PASS NORTH TIDE GAUGE.

ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



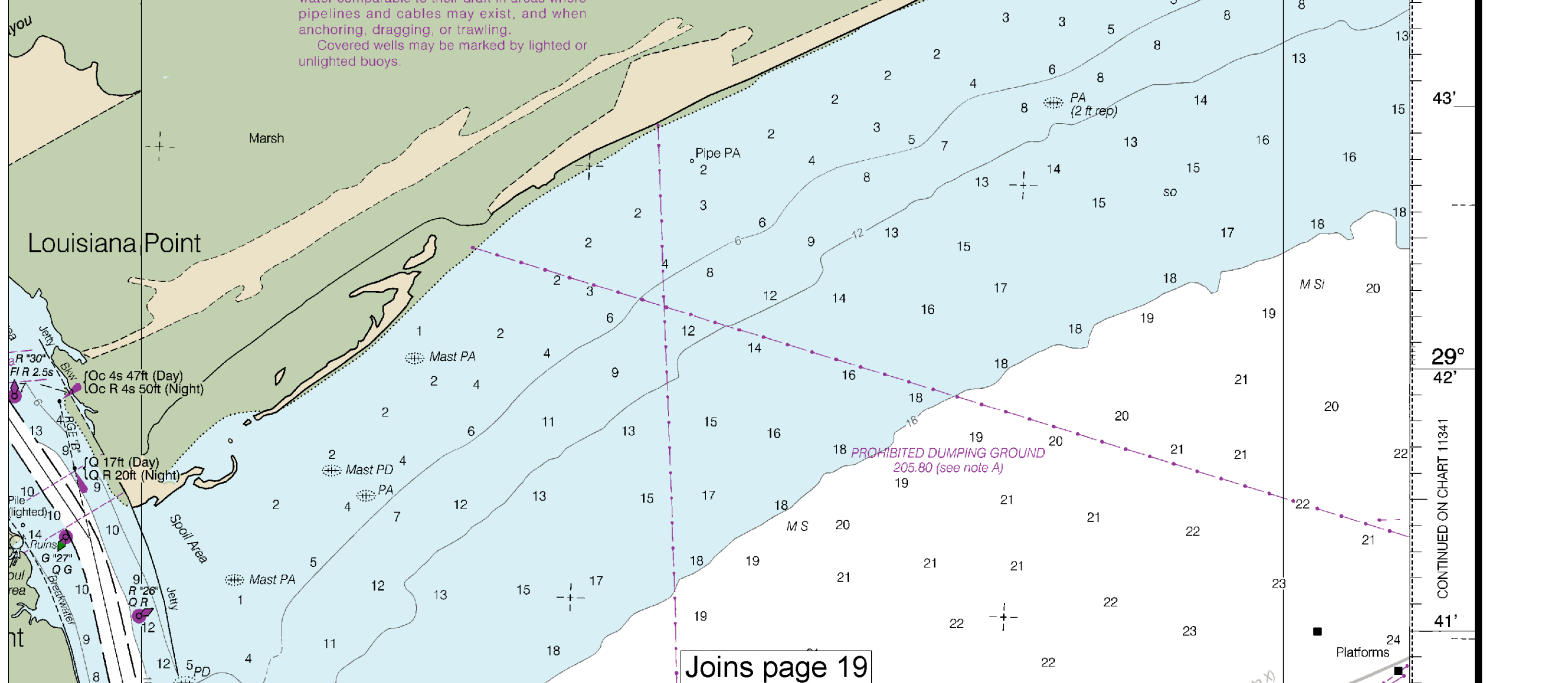
Pipeline Area

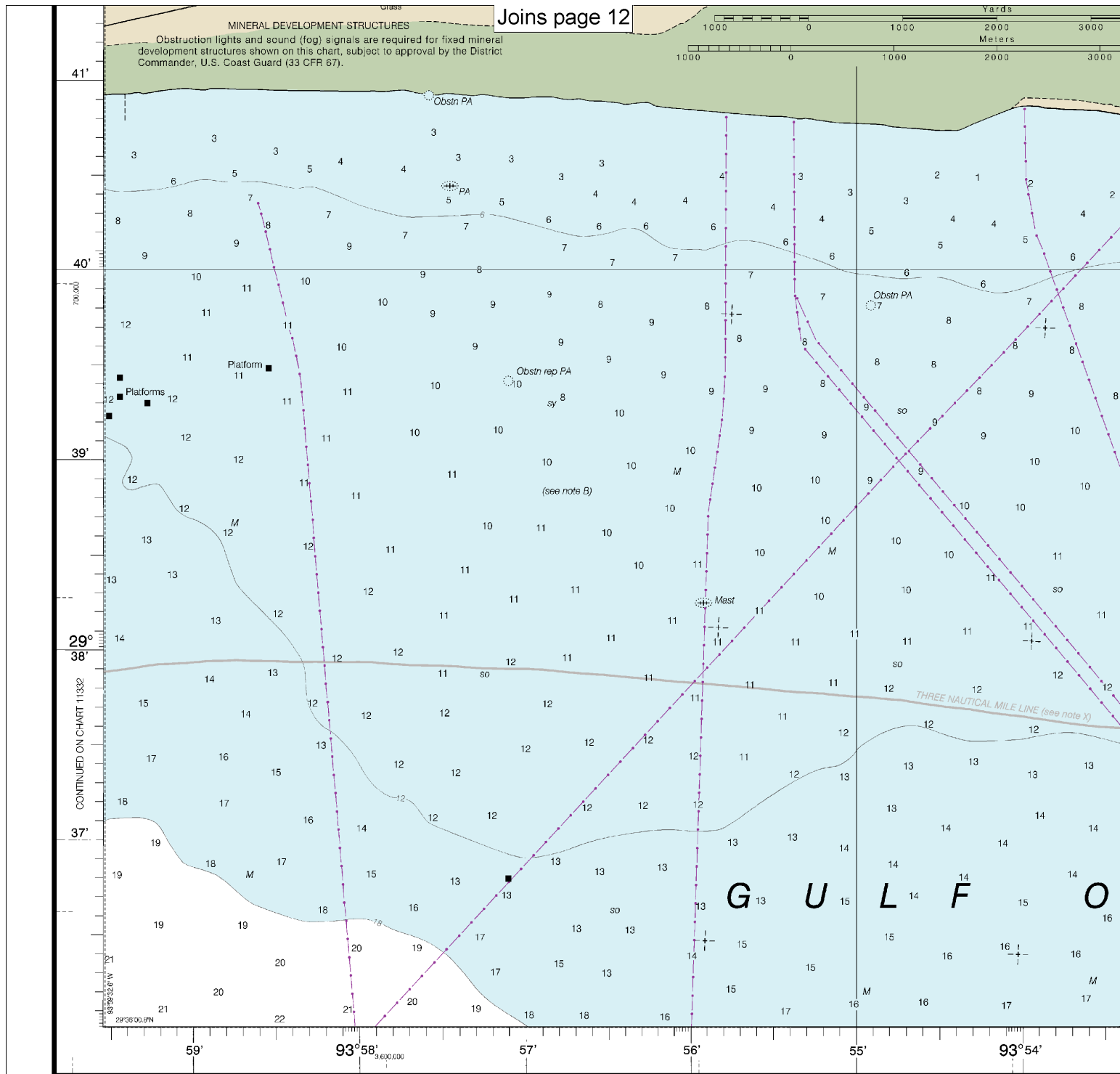


Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling. Covered wells may be marked by lighted or unlighted buoys.

Louisiana Point





55th Ed., Oct./ 12

11342

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

SOUNDINGS IN FEET

Last Correction: 9/7/2016. Cleared through:
LNM: 4516 (11/8/2016), NM: 4416 (10/29/2016)

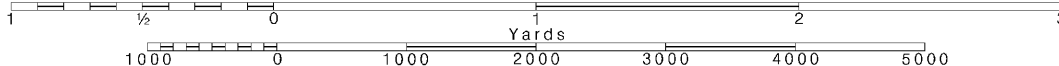
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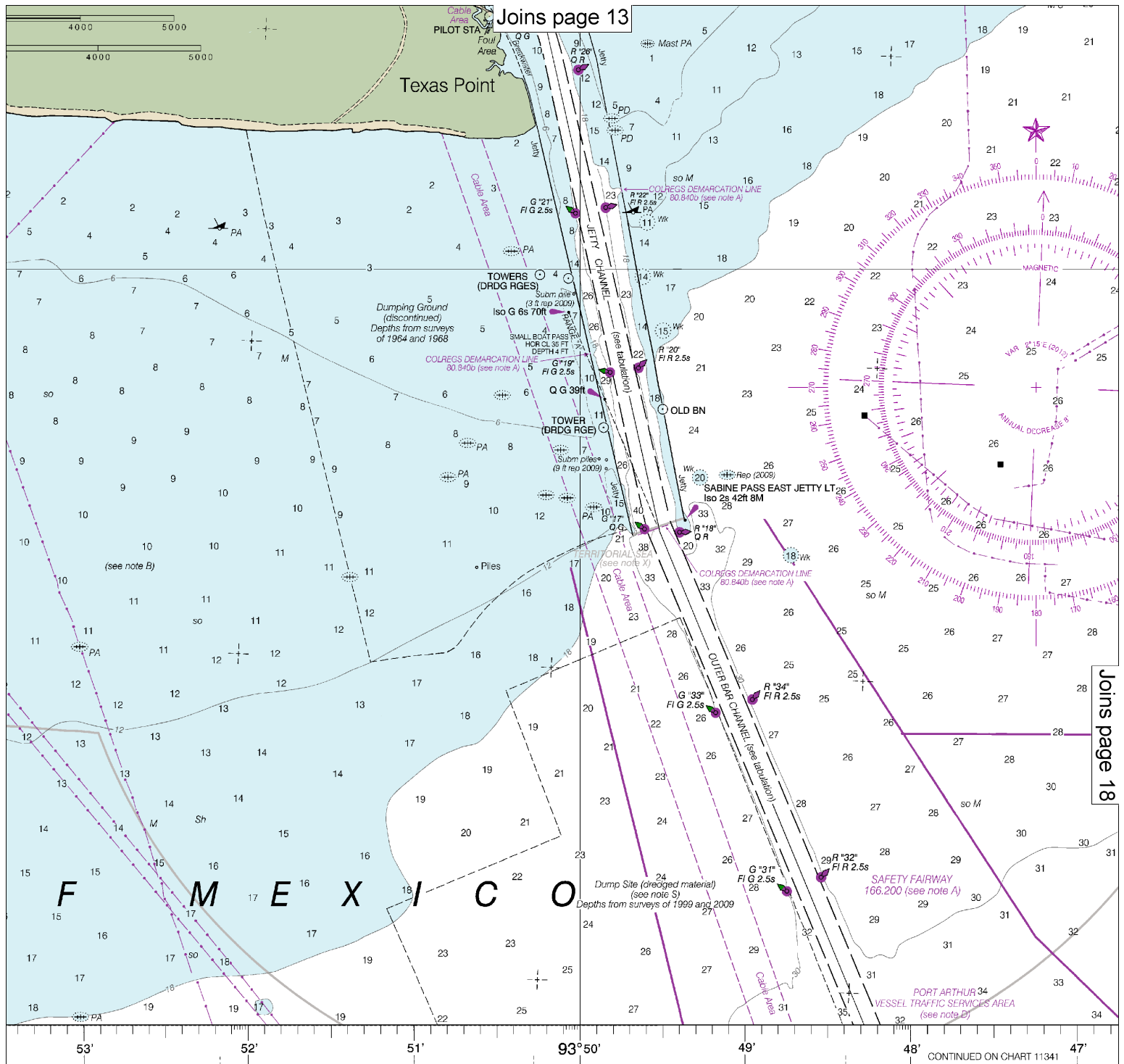
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



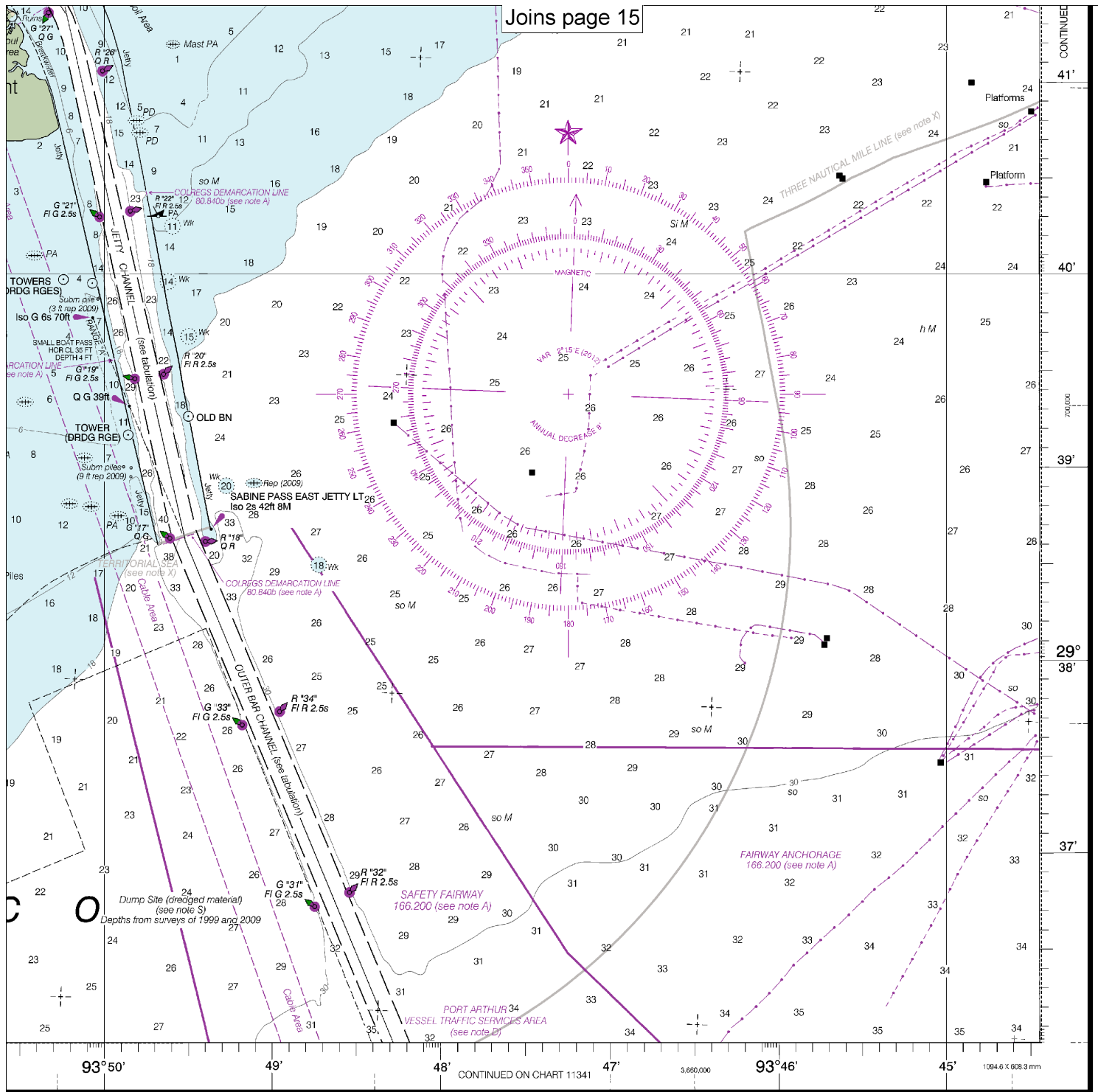


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Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Sabine
SOUNDINGS





EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Interactive chart catalog	—	http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



— For the latest news from Coast Survey, follow **@NOAAcharts**



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.